

The New Toyota Crown 2600 Saloon.



For the owner-driver or the chauffeured executive, the new Toyota Crown provides a standard of comfort that is rarely equalled even by the world's most expensive cars.

Very few cars are as satisfying to drive – or be driven in – as the Toyota Crown.

It offers a standard of refinement that leaves nothing to be desired. There are no optional extras because there really is nothing more to add. From the seats you sit in to the air you breathe – everything is finely adjusted to your own personal level of comfort.

Why fresh-air heating alone isn't enough.

No matter how fresh the air is in a car at the start of a journey it only takes a few miles of other people's exhaust fumes and a few cigarettes to un-freshen it.

But that doesn't happen in the Crown.

As well as a flow-through ventilation system, the Toyota Crown can recirculate air through a

purification cartridge located in the boot. You'll come to appreciate this feature next time you get stuck in a traffic jam in a city underpass.

The Crown is also fitted with full air conditioning as standard. On a searing hot day you just push a button to receive a cooling flow of refrigerated fresh air. Purified, of course.

Full cloth upholstery means the seats won't burn the pants off you, either.

The standard is set.

In the new Crown Saloon, Toyota have designed in a specification that would leave a few car salesmen in Berkeley Square shifting uncomfortably in their pin-stripe suits.

Yet Toyota have managed to keep its price well in proportion to the times and running costs in line with current thinking.

The Crown's 2.6 litre six cylinder engine gives 100 mph performance yet returns up to 20 mpg on three star petrol. Coupled to a three-speed automatic transmission, it is barely audible at maximum speed and uncannily smooth during acceleration.

Rubber mountings to the body further insulate passengers from road noise and vibration.

To travel in the new Toyota Crown is a calming influence. Big armchair seats adjust to your shape and sitting position. The front seats fully recline and have head restraints that are removable. Inertia-reel front seat belts are standard.

In the back there is room for three passengers and six long legs. Rear seats also have seat belts as standard.

All upholstery is in a deeply textured cotton cloth and there is also a cloth headlining.

Equipment in the Crown is amongst the most advanced available in a production saloon at any price.

The radio is self-seeking and gives both AM and FM stereo reception. There is no protruding antenna: twin aerials are concealed in the windscreen and rear window. An auto-reverse stereo cassette player is also fitted.

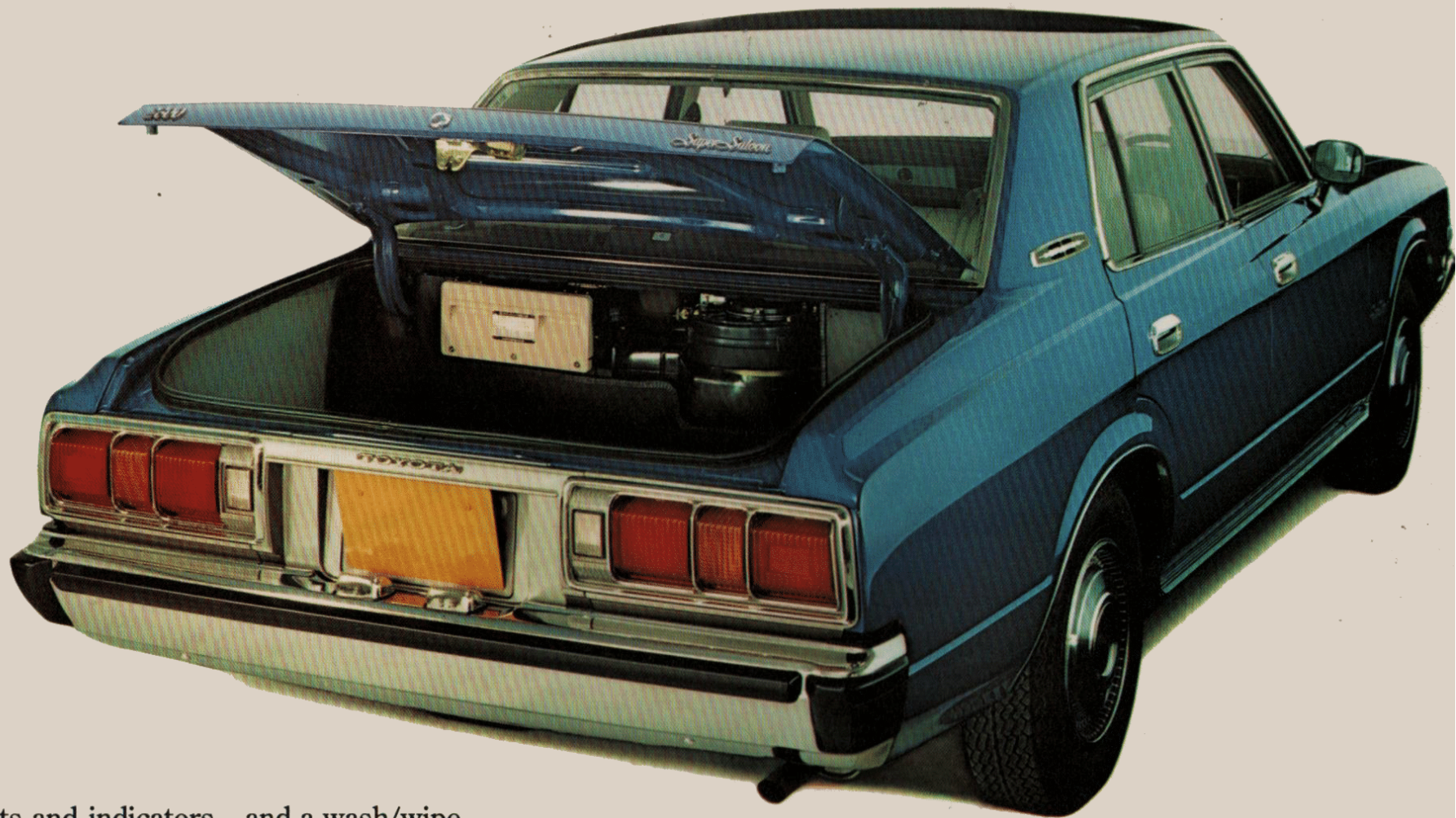
Rear passengers have their own radio control and cigar lighter, as well as control of their separate air conditioning.

The doors of the Crown not only lock electrically from a switch in the driver's door, they also lock automatically at speeds in excess of 8 mph. A unique safety feature.

The boot also locks electrically at the touch of a switch. A master security switch in the glove compartment keeps your things under constant lock and key.

All window lifts are electrically operated; the driver having a master panel for all windows with individual controls in each door.





Controls for lights and indicators – and a wash/wipe switch allowing two speed or intermittent wiping – are grouped on the steering column.

The fascia contains warning lights that indicate failure of any of the four headlamps or tail or stop lamp bulbs, or a low brake-fluid level.

A security key allows the car to be driven without access to the glove box or boot. You can't trust anybody these days.

If it fits you, how well does it fit the road?

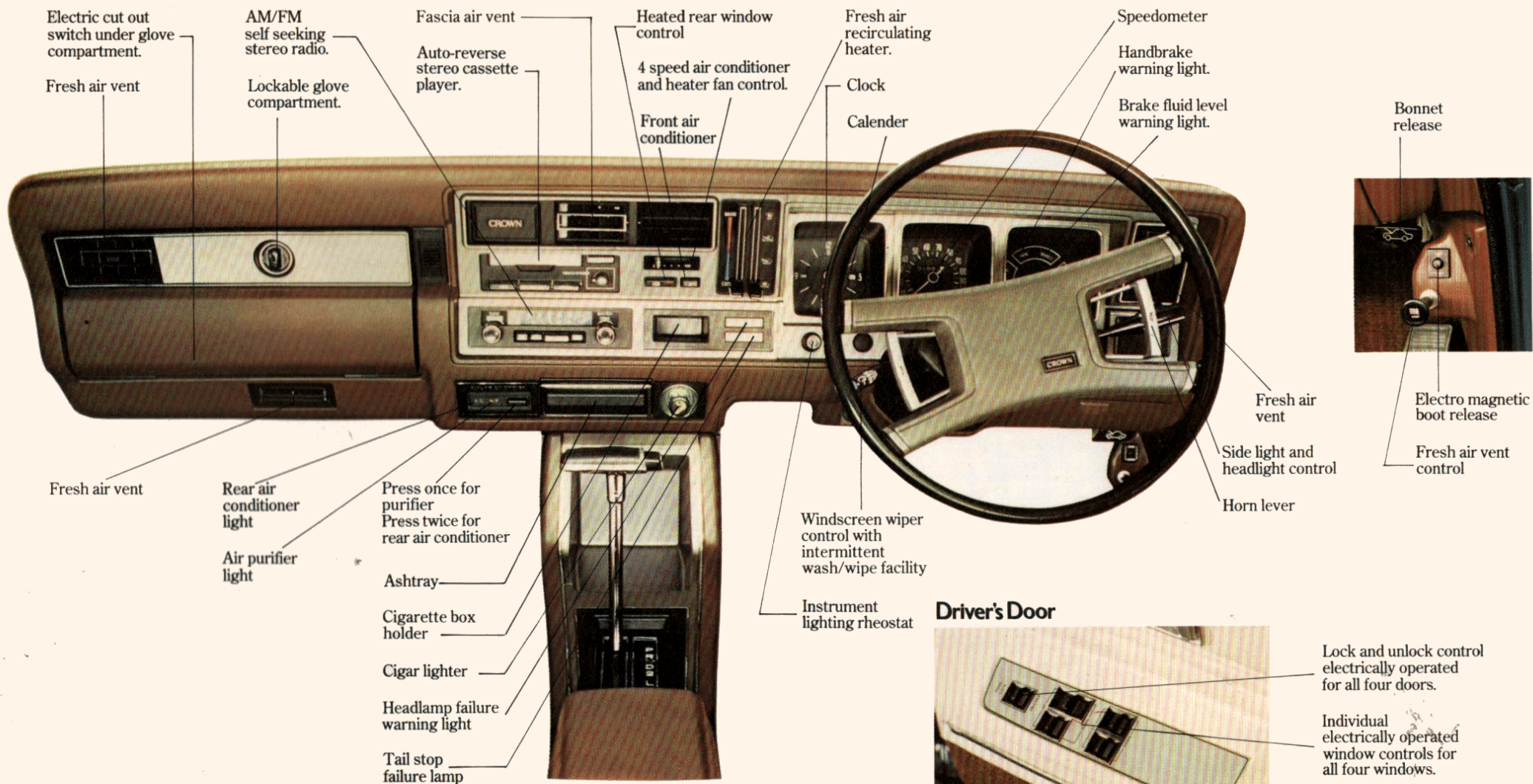
Although a big car in the generous amount of space it offers its passengers, the Crown is by no means a big car in terms of roadspace occupied.

Its overall length of 15ft. 6ins. means it's extremely manageable in heavy traffic and never an embarrassment to park.

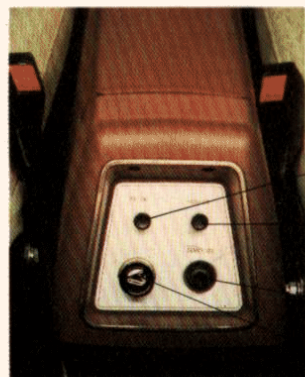
The standard power steering ensures effortless low speed manoeuvring with 3.9 turns from lock to lock.

Despite its compact overall size, the Crown is well endowed with boot space so a continental golfing holiday is not out of the question.

The new Crown body is built around a rigid reinforced perimeter frame. Its large glass areas (tinted against glare) give excellent visibility in all directions. Forward visibility is also improved by the low-profile wiper blades, with bosses recessed in the scuttle. When parked the wipers are virtually out of sight.

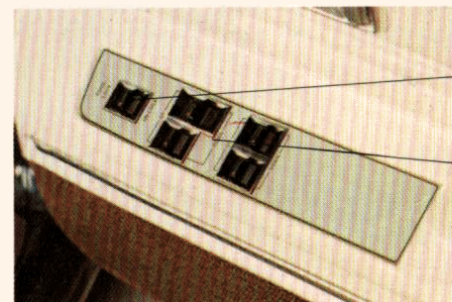


Rear Console



- Rear air conditioner control
- Radio on/off control
- Self seeking and volume control for the radio.
- Cigar lighter

Driver's Door

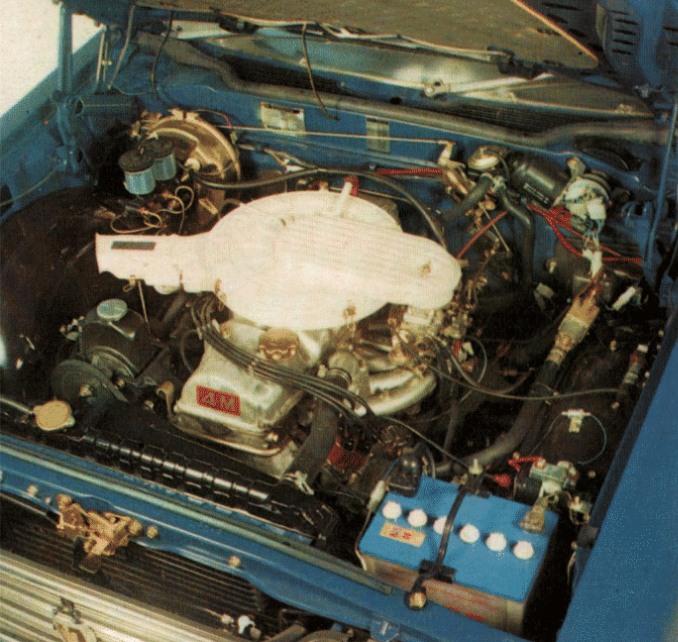


- Lock and unlock control electrically operated for all four doors.
- Individual electrically operated window controls for all four windows.

Rear Passenger Doors



- Electrically operated window control
- Ashtray



Toyota Crown 2600 Specification

Engine

Type	Six-cylinder, single o.h.c. water-cooled, seven-bearing crankshaft
Bore and stroke	80.0 mm. x 85.0 mm.
Cubic capacity	2,563 cc.
Compression ratio	8.5:1
Max. power	150 bhp (SAE) @ 5,400 rpm
Max. torque	164 lb. ft. (SAE) @ 3,800 rpm
Carburettor	Twin-choke Aisan downdraught
Battery	12 volt, 50 amp. hr.
Alternator	12 volt, 600 watt
Fuel capacity	15.8 gal.

Transmission

Type	Toyoglide 3-speed automatic, floor selector
Ratios	1st-2.400; 2nd-1.479; 3rd-1.000; Reverse-1.920
Torque converter ratio @ stall	1.780

Final Drive

Type	Hypoid bevel
Ratio	4.111

Steering

Type	Toyoda Koki power-assisted recirculating ball
Ratio	19.3
Turns lock to lock	3.9

Brakes

Type	Divided circuit hydraulic, front disc, rear drum, with vacuum-servo assistance and proportion/bypass valve
Diameters	Disc 10.5 in.; drum 10 in.

Suspension

Front	Independent, wishbones with coil springs and anti-roll bar.
Rear	Live axle, 4-link location, Panhard rod, coil springs
Shock absorbers	Double-acting telescopic

Body

All-steel four-door saloon, on perimeter frame

Wheels

Pressed steel disc
5½J x 14

Tyres

185 SR-14 radial ply

Dimensions & Weights

Wheelbase	105.9 in. (2690 mm.)
Track, front	55.7 in. (1415 mm.)
rear	54.3 in. (1380 mm.)
Overall length	187.6 in. (4765 mm.)
width	66.5 in. (1690 mm.)
height	56.5 in. (1435 mm.)
Ground clearance	6.9 in. (175 mm.)
Turning circle	36 ft. (11 m.)
Kerb weight	3,120 lb. (1,415 kg.)
Max. towing weight (with brake)	3,305 lb. (1,500 kg.)

Equipment

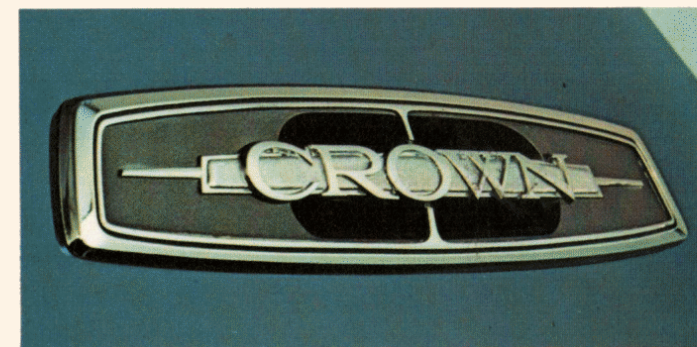
Automatic transmission · Power-assisted steering · Full air-conditioning · Fresh-air/recirculating heater with 4-speed fan and purification system · AM/FM self-seeking stereo radio · Twin aerials concealed in front and rear windows · Auto-reverse cassette player · Cigar lighters front and rear · Rear console with separate controls for radio and air conditioning · Column mounted control for headlights, side-lights and windscreen wipers—with intermittent wash/wipe facility · Low-profile windscreen wipers recessed into scuttle · Reclining front seats with adjustable and removable head restraints · Full cloth upholstery · Cloth headlining · Tinted glass · Electrically operated window lifts · Automatically engaging central door locking device · Electro-magnetic boot lock · Warning lights for headlamp, tail or stop light failure and low brake fluid level · Hazard warning lights · Clock with date calender · Steering lock · Heated rear window · Collapsible steering column · Boot and under-bonnet lights · 4 separate map reading lights · Rear door warning lights.

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Seat belts and number plates not included as standard equipment. Toyota reserves the right to alter prices and any details of specification and equipment without notice.